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SOURCE Newspapers as indicated.

INCREASE TRANSPORTATION FACILITIES, INSTALLATIONS

REVIEWS 1950 TRANSPORT ACHIEVEMENTS -- Budapest, Friss Ujsag, 25 Feb 51

Total investments in water transportation during the past year exceeded those of 1949 by 40 percent. In 1950, three passenger boats, one motor tug, and three 1,000-ton barges were rebuilt, the keels were laid for four boats, and 43 sunken boats were raised.

In 1950, through the direct aid of the USSR, the Ferihegy, Szeged, Bekescsaba and Nyiregyhaza airfields were opened, increasing to nine the number of cities included in Hungary's air network. The number of passengers transported by air in 1950 increased 54 percent and the quantity of air freight increased 132 percent over 1949. In 1951, the Ferihegy airfield will be further developed by the addition of shops and maintenance buildings. When the Nagykanizsa airport opens, the Budapest-Nagykanizsa line will go into operation.

Despite the fact that almost all of Hungary's motor garages were destroyed during the war, by 1 August, 1947, more garages had been constructed than were in use in 1938. In 1950, a number of auto repair shops were built in Budapest and its suburbs. Central construction work for the Bus Company of the Hungarian State Railroads, MAVAUT, was also completed, the volume of motor freight was increased, and nine provincial motor freight enterprises were created.

In 1951, 15 percent of the bus garages will receive an adequate number of new vehicles, and taxi service in provincial cities will be improved.

STANDARDIZE LOCOMOTIVES, CARS -- Budapest, Nepszava, 22 Feb 51

At present, there are 80 different types of passenger cars and 12 different types of locomotives in use on the Hungarian railroads. It is planned to standardize railroad equipment, limiting passenger cars to seven different types. The standardization will effect a 30-percent saving in planned expenditures.

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MANUFACTURES NEW TYPE BUS -- Budapest, Auto, 15 Feb 51

Workers of the Ikarus Body Plant are pressing production of the new type Hungarian bus, the Ikarus 30, in order to have several models ready to be displayed at the Genera fair in March. Relatively unskilled workers may be employed in the manufacture of the bus through the application of simplified work processes and the installation of new production machinery. The Ikarus plant now also produces the body of the bus, so that production no longer depends on the output of any other factory.

The bus is powered by a four-cylinder diesel engine manufactured by the Csepel Auto Factory. This engine was described in detail in the 1 May and 1 November 1950 issues of Auto. Considerable weight is saved through the use of stamped braces in the frame, instead of forged steel. All windows are of safety glass. The bus is equipped with modern, air-operated hydraulic brakes.

For use in cities, the bus can accommodate 22 seated and 18 standing passengers. In interurban use, the bus can seat 32. Five hundred kilograms of parcels can be carried on the roof.

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